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(54) Personnel evacuation apparatus for an offshore platform.

(57) Personnel evacuation apparatus (10) for use with an offshore platform (11) comprises a launching ramp (12) that is mounted to the platform by a gimbal (33) and is stowed in a vertical position with a survival vessel (14) secured at the entry end of the ramp. A release mechanism (18) activatable from the deck of the platform (11) enables flotation members (24) secured to the exit end of the ramp, to pivot the ramp about the gimbal to its deployed position. In a preferred embodiment the gimbal (33) further permits the ramp to maintain a usable orientation in spite of inclination of the deck of the platform by 25° due to pitch, roll or yaw. The exit end (20) will pivot under wave action so as to gravity launch the survival vessel (14) downwind and, upon release of the boat securement, carry the vessel safely away from the platform.

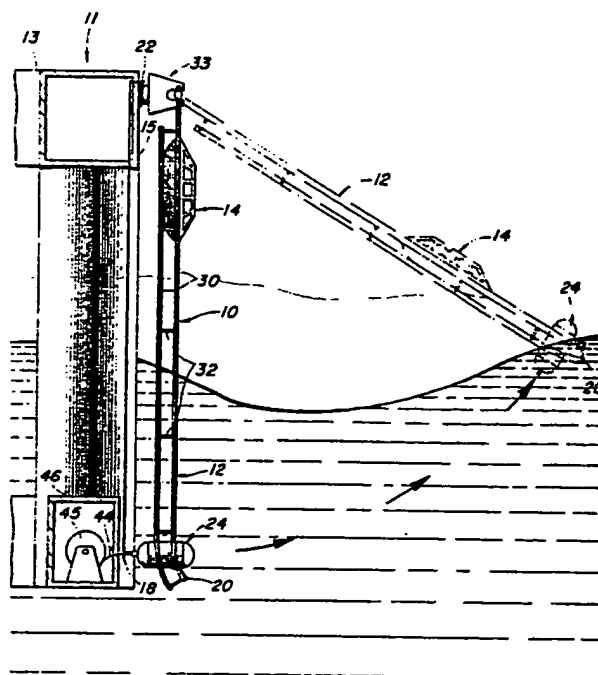


FIG. 1

PERSONNEL EVACUATION APPARATUS FOR AN OFFSHORE PLATFORM

The present invention relates to an apparatus for evacuating personnel from an offshore platform. More particularly, this invention relates to a stowable launching ramp that is preferably gimbaled to the downwind side of the platform and a survival craft launchable therefrom to get personnel away from the platform in all weather conditions.

Conventional personnel evacuation equipment for offshore platforms has been adapted from ships and generally comprises some form of life boat that can be lowered to the surface of the water using a davit or similar crane mechanism. Many systems currently in use have not changed appreciably in 75 years. Such devices may be suitable for usage in "duck pond" conditions where a fire, or the like, is the reason evacuation is necessary. However, in a severe storm that threatens the stability of the platform and, accordingly, the lives of all personnel manning the platform, to leave the platform in such a craft is not unlike jumping from the frying pan into the fire. Conventional life boats will capsize in a matter of minutes in such a storm. Even self-righting survival vessels are in jeopardy of being smashed to pieces by wave action against the below-deck portions of the platform or subject to being blown off the supports by high winds or snapping of the cables due to excessive loading during lowering to the surface of the ocean. A safer means of evacuating personnel to an acceptable distance from the platform is required.

It is an object of the present invention to provide such a system.

Viewed from one aspect the invention provides apparatus for evacuating personnel from an offshore platform in all weather conditions to a position on the ocean surface a relatively safe distance from said platform, characterised in that said apparatus comprises a boat launching ramp having an entry end pivotally attached to said platform in the general vicinity of a deck thereof, flotation means secured to the opposite exit end of said ramp, latching means to secure said exit end of said ramp in a stowed position wherein said ramp is disposed generally vertically and said flotation means is located beneath the surface of the ocean, boat means arranged to be supported and launched by said ramp, means for releasably securing said boat means on said ramp means adjacent said entry end, means for releasing said latching means to permit said flotation means to move said launching ramp from its stowed position to a deployed position, and means for releasing said boat secur-

ing means, thereby permitting said boat means to slide down said ramp and be launched from the exit end of said ramp onto the surface of the ocean a relatively safe distance from said platform.

The launching ramp is preferably mounted on a deck of the platform by a universally gimbaled connection which permits the exit end of the ramp to pivot to a downwind position and to accommodate the movement of the waves vis a vis the deck of the platform as well as permitting the pitch, roll and yaw of the deck itself (at least 25° from vertical in any direction).

In a preferred embodiment the lateral pivoting of the ramp is limited at $\pm 50^\circ$ from the perpendicular relative to the edge of the platform upon which the evacuation system is mounted so that the survival vessel cannot be discharged too near to the platform thereby jeopardizing the vessel's occupants. Once the launching ramp is deployed, the survival vessel can be manned and the release mechanism disengaged so as to release the vessel. The vessel will be gravity-launched onto the ocean so that the momentum of the craft will carry it away from the platform. Further, prevailing winds will ordinarily carry the vessel away from the platform since the launching ramp is preferably gimbaled to the downwind side of the platform. There are preferably at least two parallel launching ramps making possible simultaneous multiple craft deployment.

Certain embodiments of the invention will now be described, by way of example only, with reference to the accompanying drawings, wherein:

Figure 1 is a schematic side elevation of a personnel evacuation system in accordance with the present invention shown in the stowed position in solid lines and in the deployed position in dotted lines;

Figure 2 is a detailed isometric view of the upper portion of a single ramp design of the evacuation system in accordance with the present invention; and

Figure 3 is a schematic view of a personnel evacuation system in accordance with the present invention showing a double ramp configuration.

A personnel evacuation apparatus embodying the invention is shown in Figure 1 generally at 10 attached to platform 11 in the vicinity of deck 13. Although the platform 11 shown in the figures is a semi-submersible, it will be appreciated that the evacuation system of the present invention can be utilized with any known type of platform.

Evacuation apparatus 10 comprises a launching ramp 12 and a boat means 14. The boat means 14 is preferably any self-righting, fully enclosed, fire resistant survival vessel capable of safely accommodating between twenty and sixty people (depending on boat length) and may be a survival vessel of the type that is manufactured and marketed by Watercraft America Inc., from Edgewater, Florida. The hull may need to be reinforced and the power outdrive redesigned to permit the craft to slide down ramp 12. Survival vessel 14 is mounted in said launching ramp 12 by releasable securing means 16 (Fig. 2). Securing means 16 is preferably releasable from inside craft 14. The actuator for said release may be electrically, pneumatically or hydraulically operated, but most preferably has a redundant backup release that is entirely mechanically operated in case the primary system fails.

Evacuation apparatus 10 is pivotally mounted to the normally downwind side of the platform 11 in order that the survival vessels 14 may be deployed downwind and carried by the wind and waves away from the platform 11, rather than being tossed against the subsea portions of the columns. Since there is very little that is "normal" about a hurricane, in zones subject to such storms, redundant systems mounted on opposite sides of the platform should be considered. Such an evacuation system will ensure that the vessels 14 can be safely deployed with no worse than a quartering tail wind which will carry them away from the platform 11.

Launching ramp 12 is maintained in a generally vertical stowed or standby position as seen in solid line in Fig. 1 by latching means 18 engaging exit end 20 of ramp 12. Latching means 18 is operable from deck 13 by mechanism 22 to release exit end 20 of ramp 12. Mechanism 22 may, again, be electrically, pneumatically or hydraulically operated but preferably has a redundant mechanical system as backup. In this manner a power outage caused by a fire or storm that might disable a pump, compressor, servo-mechanism, or the like, cannot prevent deployment of the evacuation system 10.

Mounted near exit end 20 of ramp 12 is flotation means 24. Flotation means 24 preferably comprises a pair of buoyant flotation members 26 and 28. These flotation members 26 and 28 may be permanently buoyant (i.e., filled with polystyrene foam) or, more preferably, capable of being ballasted with sea water for ease in positioning the ramp in its stowed location and deballasted to facilitate movement to the deployed position (dotted line, Fig. 1). If, for example, deck 13 is nominally forty feet above sea level, ramp 12 might be eighty feet long (half submerged in the stowed position). The launch ramp 12 would then form an angle of about 30° with the surface of the ocean

when deployed. In the deployed position, the centre of buoyancy for flotation members 26 and 28 is above the center of gravity for the end of ramp 12 for reasons set forth here below.

As best seen in Fig. 2, ramp 12 comprises three parallel support tubes 30 interconnected by latticework supports 32. The arrangement of supports 32 is exemplary; the actual configuration would be a function of design considerations. Tubes 30 are preferably sections of steel pipe with closed ends. The hollow tubes 30 will add to the buoyancy of the launching ramp reducing the effective weight hanging on the mounting 33. Mounting 33 comprises a universally gimballed support. A first bar 34 is rotatably received through a second bar 36. The diameter of the bar 34 is reduced at the point of transiting bar 36 and the shoulders formed thereby prevent lateral sliding of bar 34 relative to bar 36. The ends of bar 34 are fixedly received in the ends of tube 30. The ends of second bar 36 are rotatably received in C-bracket 38 the base of which is itself rotatably mounted on the side face 15 of deck 13. Bearings (not shown) facilitate movement of all rotatable parts.

The length of bar 34 and its distance from side 15 are such that the rotation about the axis of second bar 36 is limited to 50° in each lateral direction (i.e., the ends of bar 34 contact side 15) in order to prevent the exit end of launching ramp 12 from discharging a vessel 14 too near to the platform 11. Obviously, if such special relationships between the lengths of bar 34 and C-bracket 38 did not exist, a stop bar or plate (not shown) could be installed to limit rotational motion to the desired $\pm 50^\circ$. Further, the gimballed connection depicted here is only exemplary of the mounting that could be employed. A ball and socket connection could work equally as well provided that the rotational axis of the ball could be moved to and locked in a first horizontal position corresponding to the stowed position for ramp 12 and a second position that could be either vertical or inclined 30° from vertical (toward ramp 12) corresponding to the deployed position of ramp 12.

Rather than reloading a ramp 12 with a second and/or subsequent survival vessel, it is preferred that there be as many ramps as necessary to evacuate all personnel manning the platform simultaneously. Should the stability of a structure be threatened by a storm, time will be of the essence and an evacuation system requiring reloading of a second vessel into a ramp may result in loss of lives. Obviously, a plurality of single ramps of the type depicted in Fig. 2 could be employed or, as depicted in Fig. 3, a double lane ramp 12 which shares a single center tube 30 might be mounted

by a single gimbal mount 33'. It is preferred that exit end 20 of ramp 12 be slightly curved upwardly to facilitate a smoother transition onto the ocean's surface.

In operation, the survival vessel is secured by releasable means 16 in ramp 12 which is similarly held in a stowed position (Fig. 1, solid line) by latch means 18. Note, the cable for releasing latching means 18 may be entirely housed within the structure of the platform for protection. When it is desired to utilize the personnel evacuation system 10, latch disengaging mechanism 22 is utilized on deck 13 to release the exit end of ramp 12. Since the center of buoyancy is outboard of the center of gravity, a force tending to produce movement about the center of gravity will be induced, said moment tending to move ramp 12 to its deployed position (Fig. 1, dotted line). Gimballed connection 33 will permit the exit end of ramp 12 to be moved to a downwind position by wind and waves and to accommodate for at least 25° tilting of the deck of the platform in any direction. If the stability of the platform is sufficiently jeopardized to warrant abandoning it, the personnel evacuation system must be capable of functioning in such high tilt angles to be truly useful. Survival vessel 14 can be loaded to its maximum safe capacity by means of a cat walk or extensible ladder (not shown), and securing means 16 released to launch the vessel.

Survival vessel 16 will slide down ramp 12 (which form about 30° angle with the surface of the ocean), be leveled out slightly by the upturned end 20 of ramp 12 and be discharged onto the surface of the ocean a safe distance from the platform 11. The momentum of the vessel 14 will tend to carry it away from the platform. Further, since the ramp 12 has pivoted to discharge the vessel 14 downwind (or at worst, with a quartering tail wind), the action of the wind and waves will tend to carry the survival craft 14 further from platform 11.

Eyelets 42 on the bottom of the flotation members 26 and 28 enable engagement by retrieval cables 44. Once cables 44 are connected (as shown in Fig. 3), ramp 12 can be returned to its stowed position by activating the windup drums 45 (one shown) which are housed inside protective covering 46. As noted, it is preferred that the flotation members 26 and 28 be ballasted with sea water to facilitate return of ramp 12 to the stowed position. All surfaces exposed to salt water including the retrieval cables 44 and the inner surfaces of flotation members 26 and 28, are coated with a bio-fouling resistant coating to preserve optimum operability. Once retrieval has been accomplished, eyelets 42 are disengaged by cables 44 and re-engaged by latching means 18. In the alternative, latching means 18 may be connected to cables 44 and perform a dual function of latching and con-

necting cable 44 for retrieval. Retrieval of the ramp would be important to locate the ramp in the stowed position 1) upon initial installation, 2) upon abatement of the storm (absent a catastrophic failure of the platform), and 3) following a drill to practice evacuation safety procedures.

Various changes, modifications and alternatives will become apparent to one of ordinary skill in the art following a reading of the foregoing specification. It is intended that all such changes, modifications and alternatives as come within the scope of following claims be considered part of the present invention.

Claims

1. Apparatus (10) for evacuating personnel from an offshore platform (11) in all weather conditions to a position on the ocean surface a relatively safe distance from said platform, characterized in that said apparatus comprises a boat launching ramp (10) having an entry end pivotally attached to said platform (11) in the general vicinity of a deck (13) thereof, flotation means (24) secured to the opposite exit end (20) of said ramp (10), latching means (18) to secure said exit end of said ramp in a stowed position wherein said ramp is disposed generally vertically and said flotation means is located beneath the surface of the ocean, boat means (14) arranged to be supported and launched by said ramp, means (16) for releasably securing said boat means (14) on said ramp means adjacent said entry end, means (22) for releasing said latching means (18) to permit said flotation means to move said launching ramp (10) from its stowed position to a deployed position, and means for releasing said boat securing means (16), thereby permitting said boat means (14) to slide down said ramp (10) and be launched from the exit end of said ramp onto the surface of the ocean a relatively safe distance from said platform (11).

2. Personnel evacuating apparatus as claimed in claim 1 wherein said boat launching ramp (10) is pivotally attached to said platform (11) by pivot means (33) permitting said ramp to sweep laterally up to a maximum angle of less than about 50° in each direction in a horizontal plane from a position in which said ramp (10) projects perpendicularly from a side of said platform.

3. Personnel evacuation apparatus as claimed in claim 2 wherein the pivot means (33) comprises a universally gimballed connection with lateral limits at about 50° lateral sweep to prevent said ramp from discharging said boat means too near to said platform.

4. Personnel evacuation apparatus as claimed in claim 3 wherein said universally gimballed connection permits at least 25° tilting in any direction to accomodate a like amount of pitch, roll and yaw of said platform (11) relative to a vertical direction. 5

5. Personnel evacuation apparatus as claimed in any of claims 2 to 4 wherein the exit end (20) of said ramp is responsive to wave action causing said entry end to swing about said pivot means in such away that said boat means is discharged in a generally downwind direction. 10

6. Personnel evacuation apparatus as claimed in any preceding claim wherein the exit end (20) of said ramp is slightly curved upwardly to facilitate discharge of said boat means onto the ocean surface. 15

7. Personnel evacuation apparatus as claimed in any preceding claim wherein said boat means (14) comprises a self-righting survival craft.

8. Personnel evacuation apparatus as claimed in any preceding claim wherein said flotation means (24) comprises at least two buoyant flotation members (26,28). 20

9. Personnel evacuation apparatus as claimed in claim 8 wherein said flotation members (26,28) can be ballasted for positioning said ramp in the stowed position. 25

10. Personnel evacuation apparatus as claimed in any preceding claim further comprising cable means (44) connectable to the exit end (20) of said launch ramp to enable said launch ramp to be returned to said stowed position. 30

11. Personnel evacuation apparatus as claimed in any preceding claim wherein said ramp means comprises at least three parallel support tubes (30,30'). 35

12. Personnel evacuation apparatus as claimed in claim 11 wherein said parallel support tubes are positioned to all engage a lower hull surface of said boat means. 40

13. Personnel evacuation apparatus as claimed in any preceding claim wherein said ramp means comprises at least two adjacent launching ramps permitting independent loading and launching of at least a pair of boat means without requiring re-loading of said ramp means. 45

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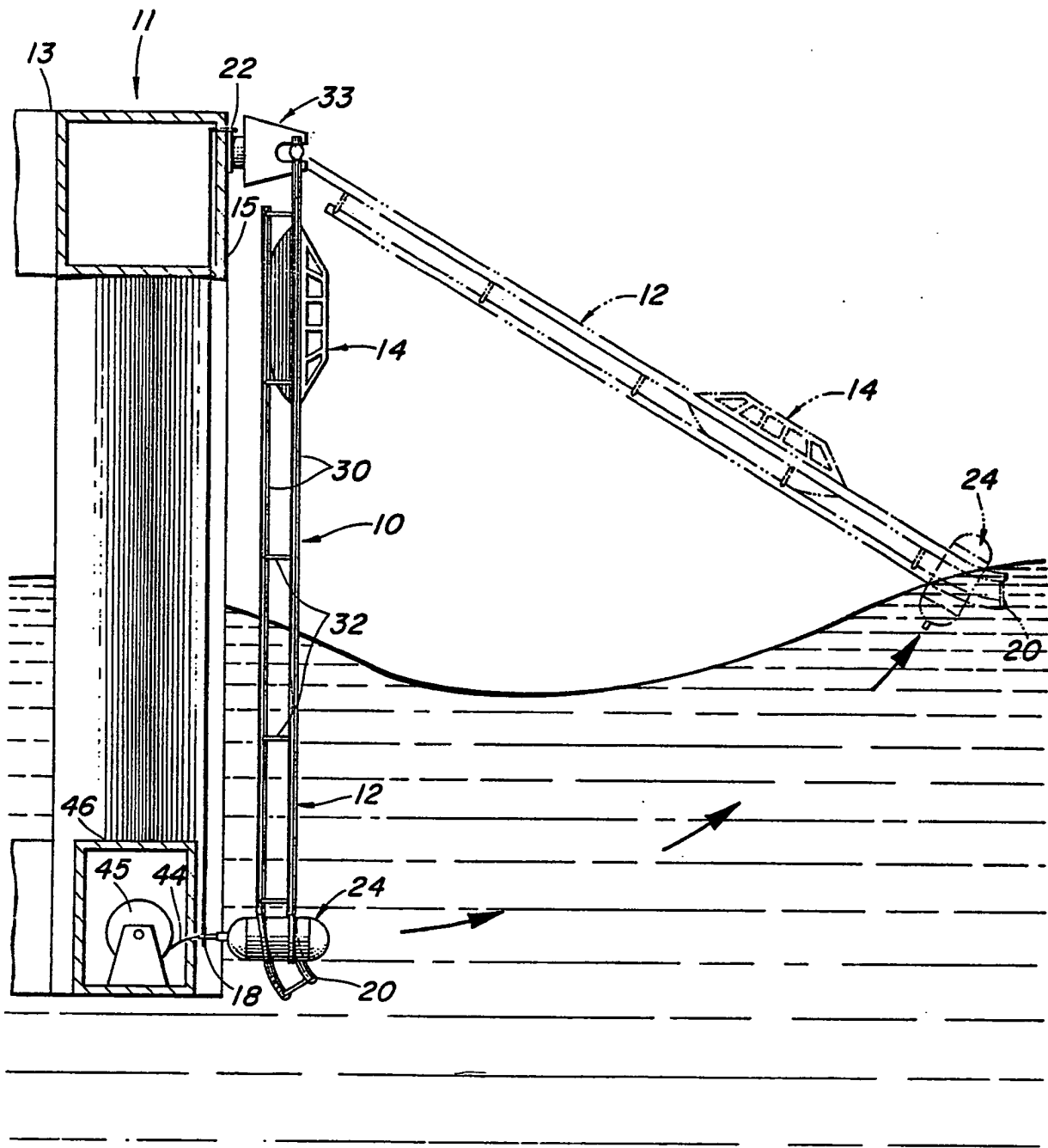


FIG. 1

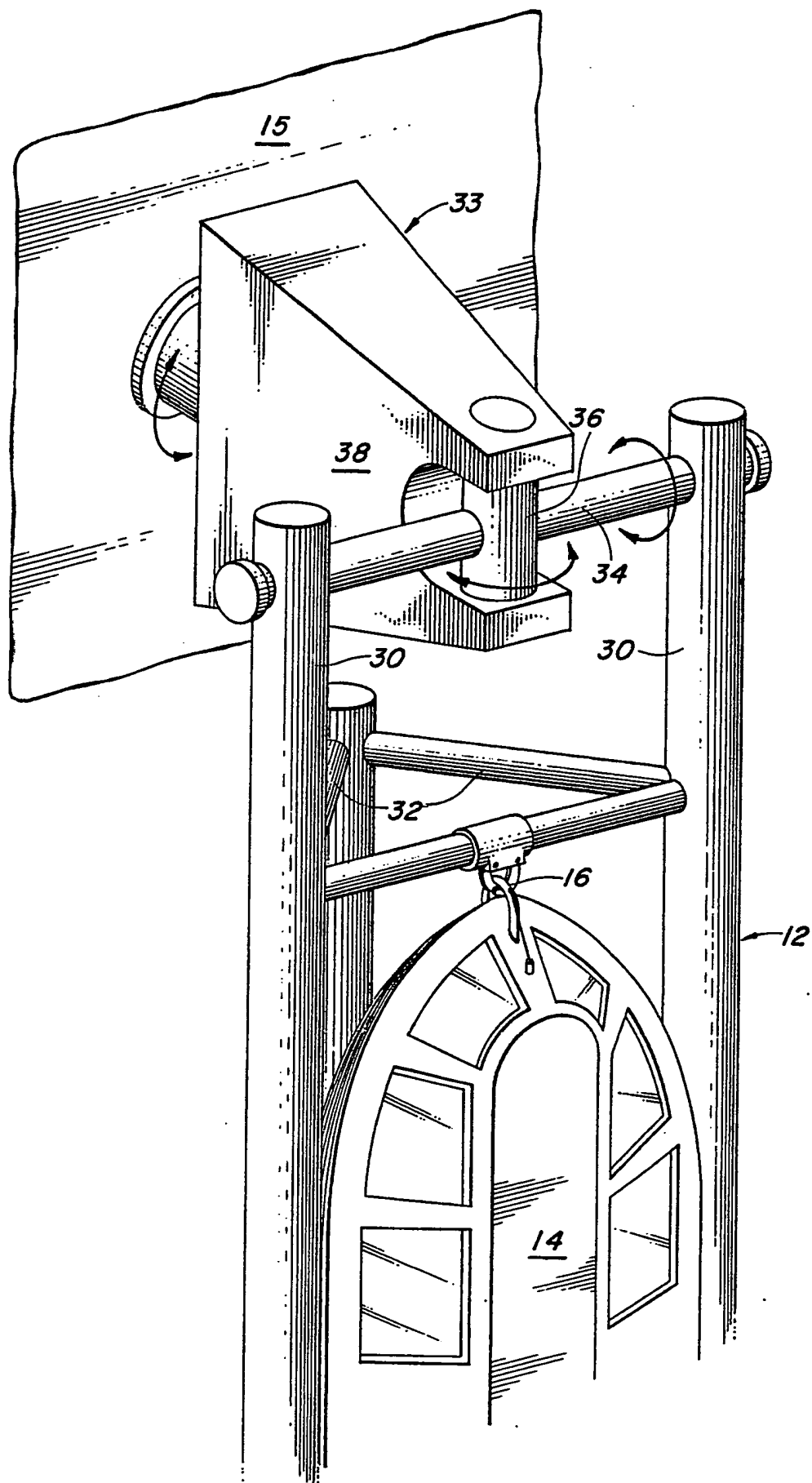


FIG. 2

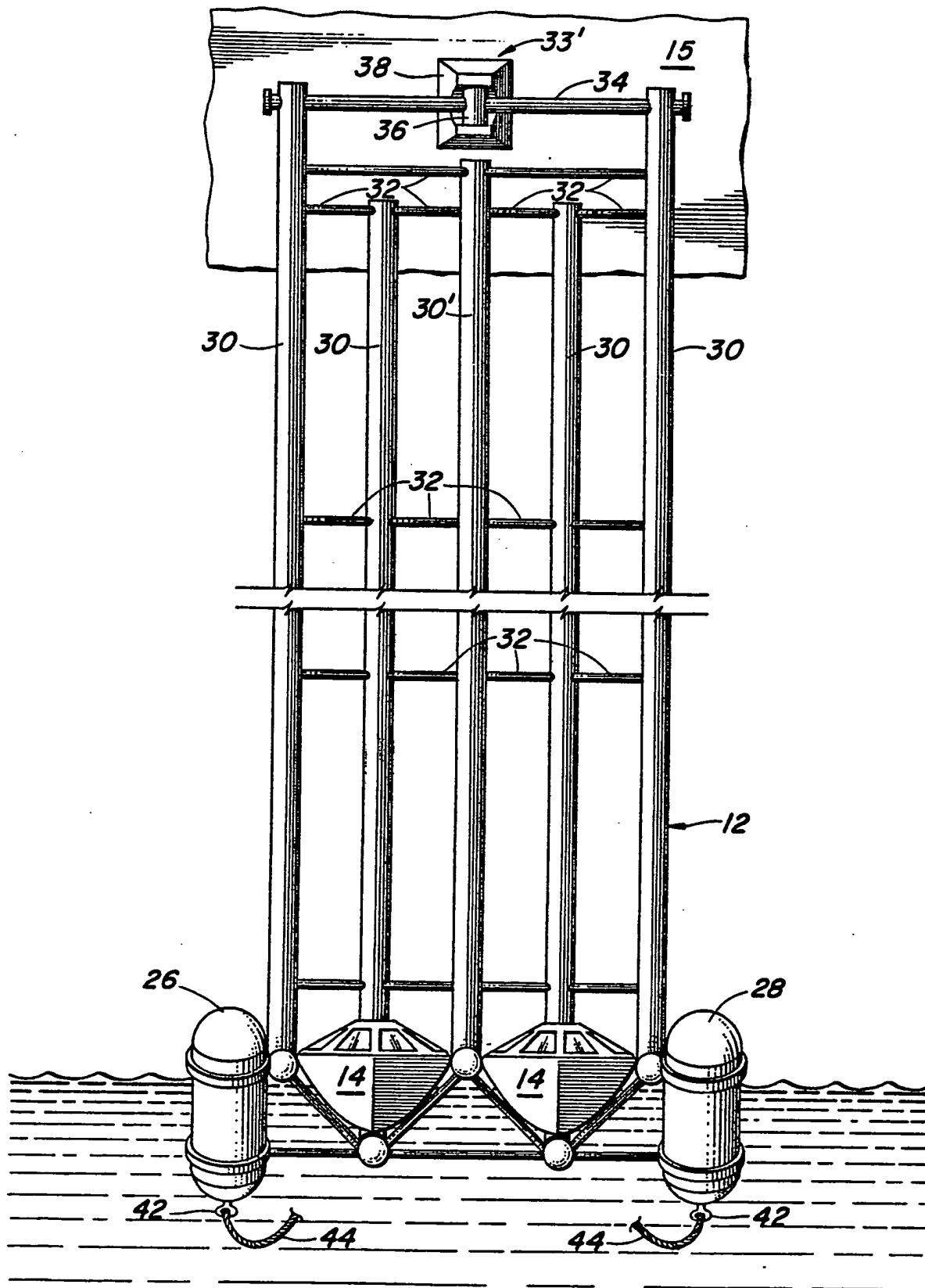


FIG. 3



EP 87 30 0750

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (Int. Cl.4)
A	GB-A-2 086 313 (A. HAUGE) * Page 1, lines 82-126; figures 2,3 *	1-4,7,10	B 63 B 23/30
A	US-A-3 880 254 (FITZGERALD et al.) * Column 5, lines 6-26; figure 9 *	1,2	
A	FR-A- 472 902 (E. MORT) * Abstract; figure 1 *	1,2,6,8	
			TECHNICAL FIELDS SEARCHED (Int. Cl.4)
			B 63 B B 63 C
The present search report has been drawn up for all claims			
Place of search THE HAGUE		Date of completion of the search 27-10-1987	Examiner VISENTIN, M.
<p>CATEGORY OF CITED DOCUMENTS</p> <p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p> <p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document</p>			